

RUB BAR SHIMMING / CONVENTIONAL CONCAVE SET-UP

Install the concaves as you would normally. Allow the rear of the concave to have plenty of room because you will use the front bars to level and shim to. You do not want the back bars to get in the way. Materials needed include shims and a flat iron guide. The guide will be used as an aid in testing for the number of shims to be used by laying it on top of the front bars of the concave, always remaining in the same position.

Disconnect the cylinder drive so the cylinder will rotate freely.

Lay the flat iron guide on the 1st & 2nd or 2nd & 3rd bars of the concave. Adjust the concave as accurately as possible for level. With the concave now level, turn the cylinder and adjust the front of the concave up until a rub bar begins to scrape the flat iron guide. When this happens, you have found the high spot on the high bar. Mark this bar #1. Move the flat iron guide the full length of #1 rub bar, checking under each hub to see if a shim can be placed between the plate and the rub bar. If this is possible, make a reference mark as to how many shims can be installed. Rotate the cylinder to the next rub bar.

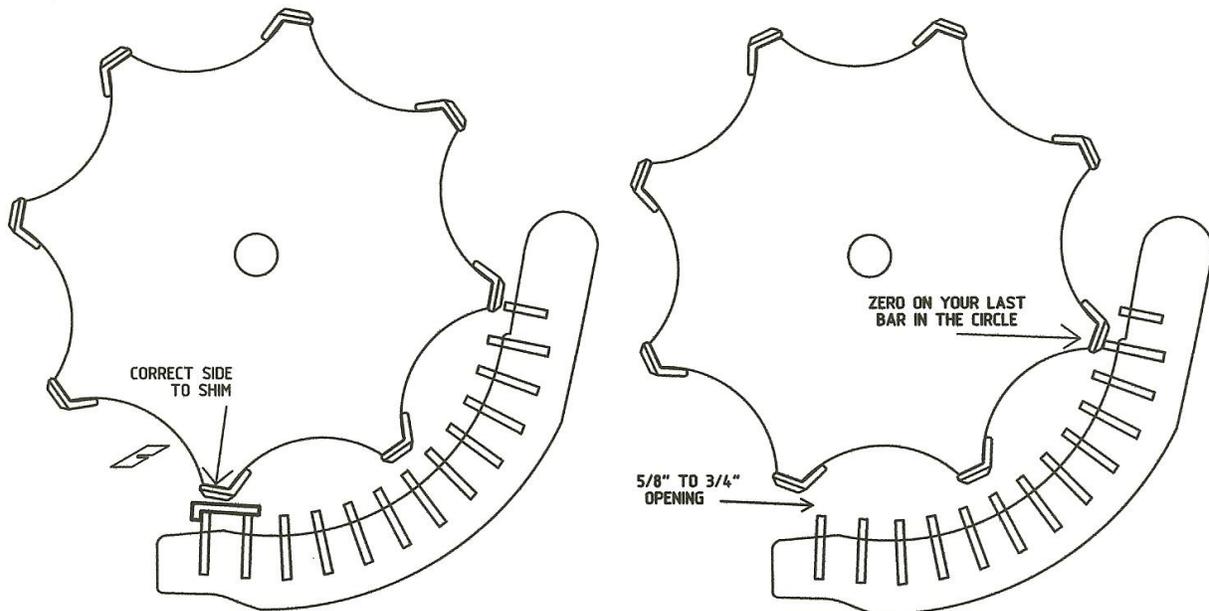
Check all of the remaining bars and don't forget to number all bars and mark all hubs as to the number of shims needed. After you have marked the entire circle, you are now ready to begin loosening the bolts that hold the rub bars to the hub and install the correct number of shims.

It is important to only shim the following side of the rub bar so that it will maintain the wedge configuration of the original rub bar. This will be installing the shims from the side facing you. Check all bolts for tightness after the shims are installed.

The cylinder should now be round within 30/1000 of an inch. Lower the front to approximately 3/4 of an inch. Begin adjusting the back hangers up. Adjust the back of the concave as close to zero as possible to the rub bars using a 0.010 gauge. Spin the cylinder by hand and make sure none of the rub bars are hitting.

It is important to make the final rear hanger adjustment to the up side, making sure all the slack is out before tightening the clamp bolt. If you go too tight, back the hanger adjustment down and start the procedure again. There cannot be too much emphasis on adjusting the rear of the concave to zero tolerance. **THIS PROCEDURE WILL NOT CRACK GRAIN.** Cracked grain is a function of cylinder speed.

The last procedure is to static balance your cylinder by adding bolts and washers. You can make weights out of flat iron if necessary.



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